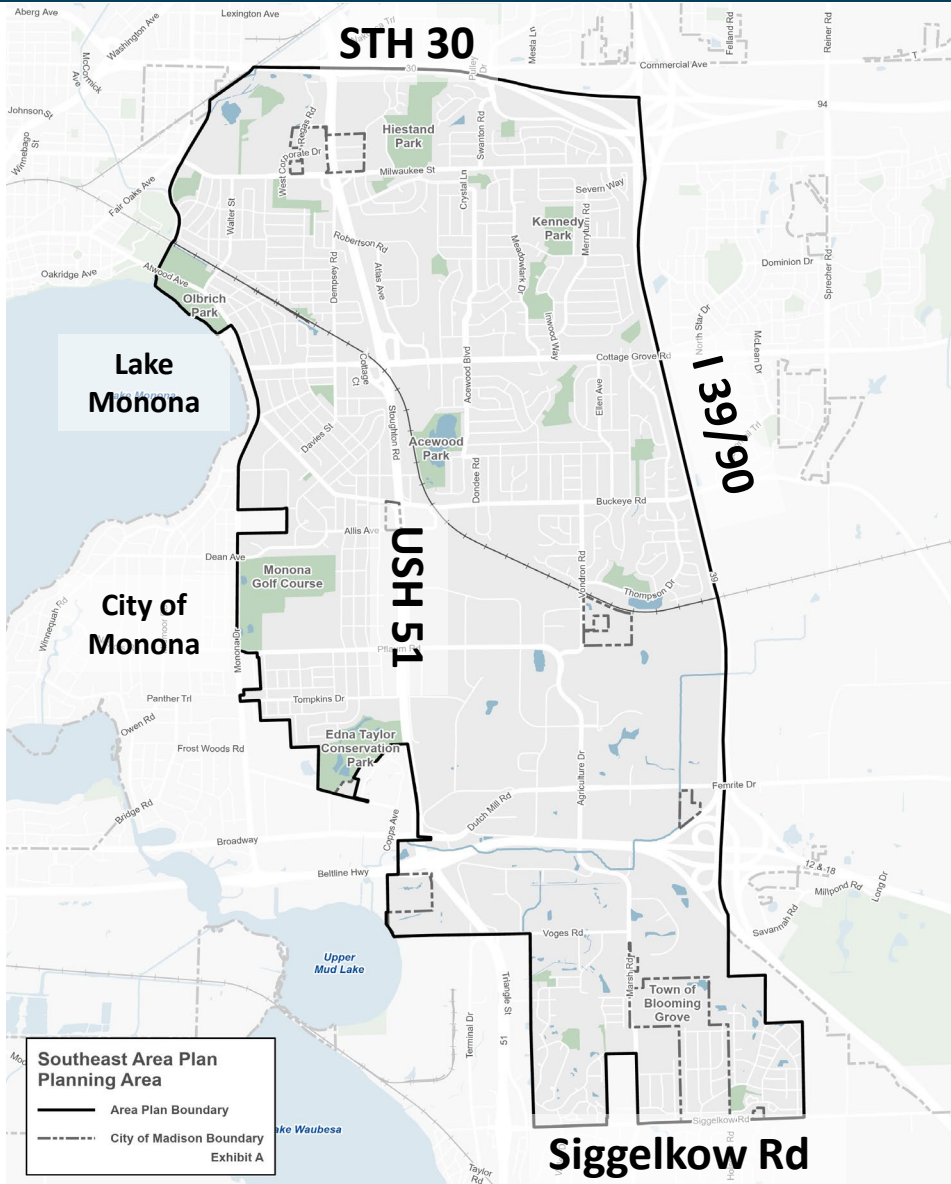


Southeast Area Plan

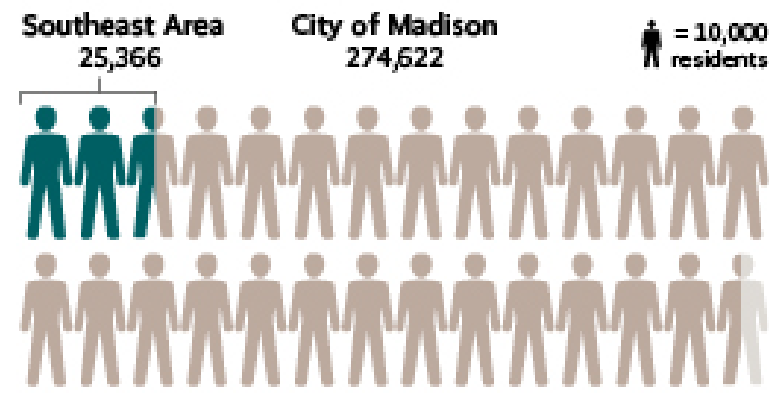


Transportation Commission: June 3, 2026

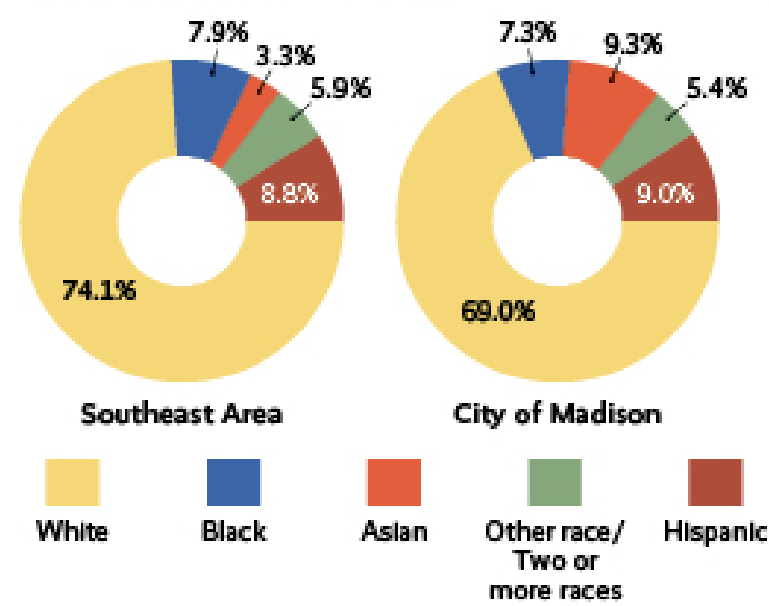
Southeast Area



Population



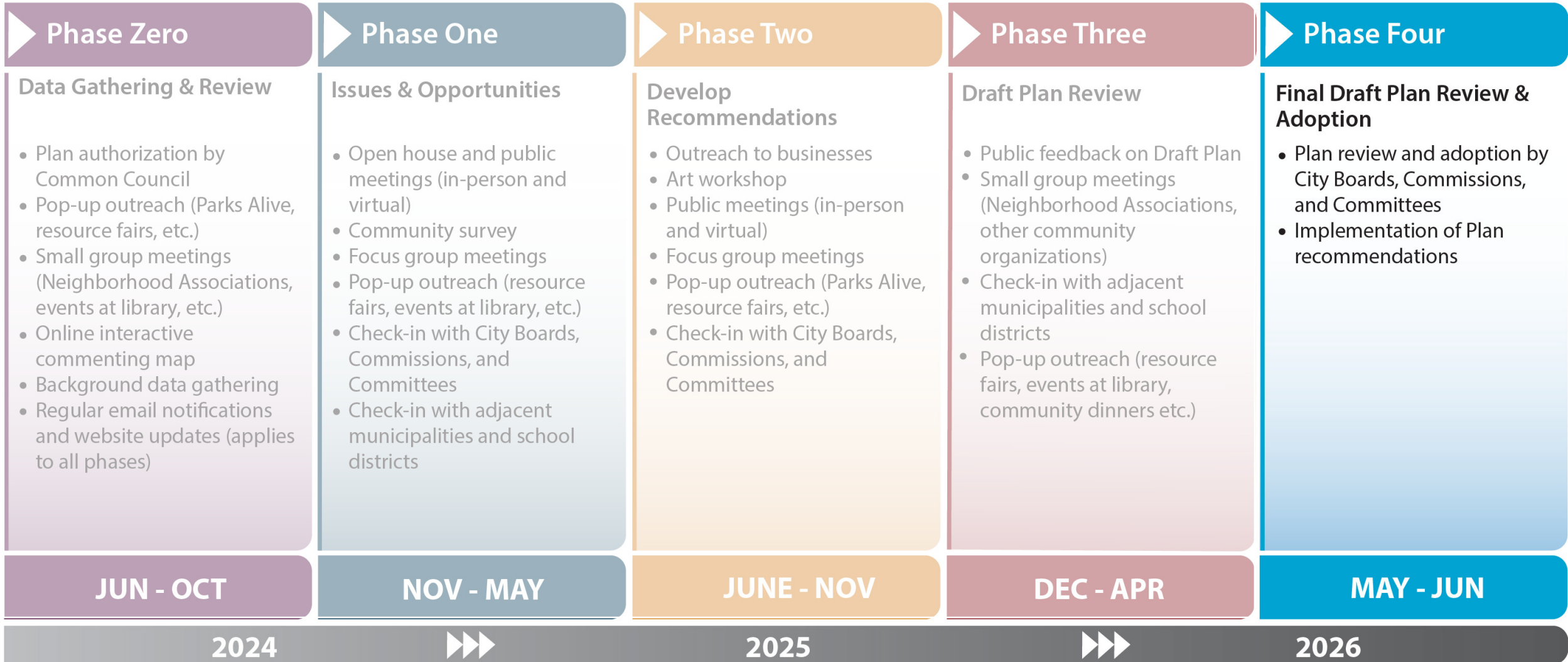
Racial and ethnic composition



Timeline



Planning Process and Public Engagement



Public Engagement Summary



- Public Meetings: In-person Open House and a virtual meeting
- November – April: Interactive Commenting Mapping
- Survey Part 1 & 2
- Madison Madness Bracket
- NAs, Schools, School Districts, NRTs and others
- UW PEOPLE Program - La Follette High School students
- Partnered with nINA Collective to host Focus Group meetings
- Pop-Up outreach – Pinney library, community events, Bike to Work week, Art Workshop
- Neighborhood walk
- Business Walk
- PC and TC check-ins (June, Aug)
- CAS events at Hiestand and Honeysuckle Parks

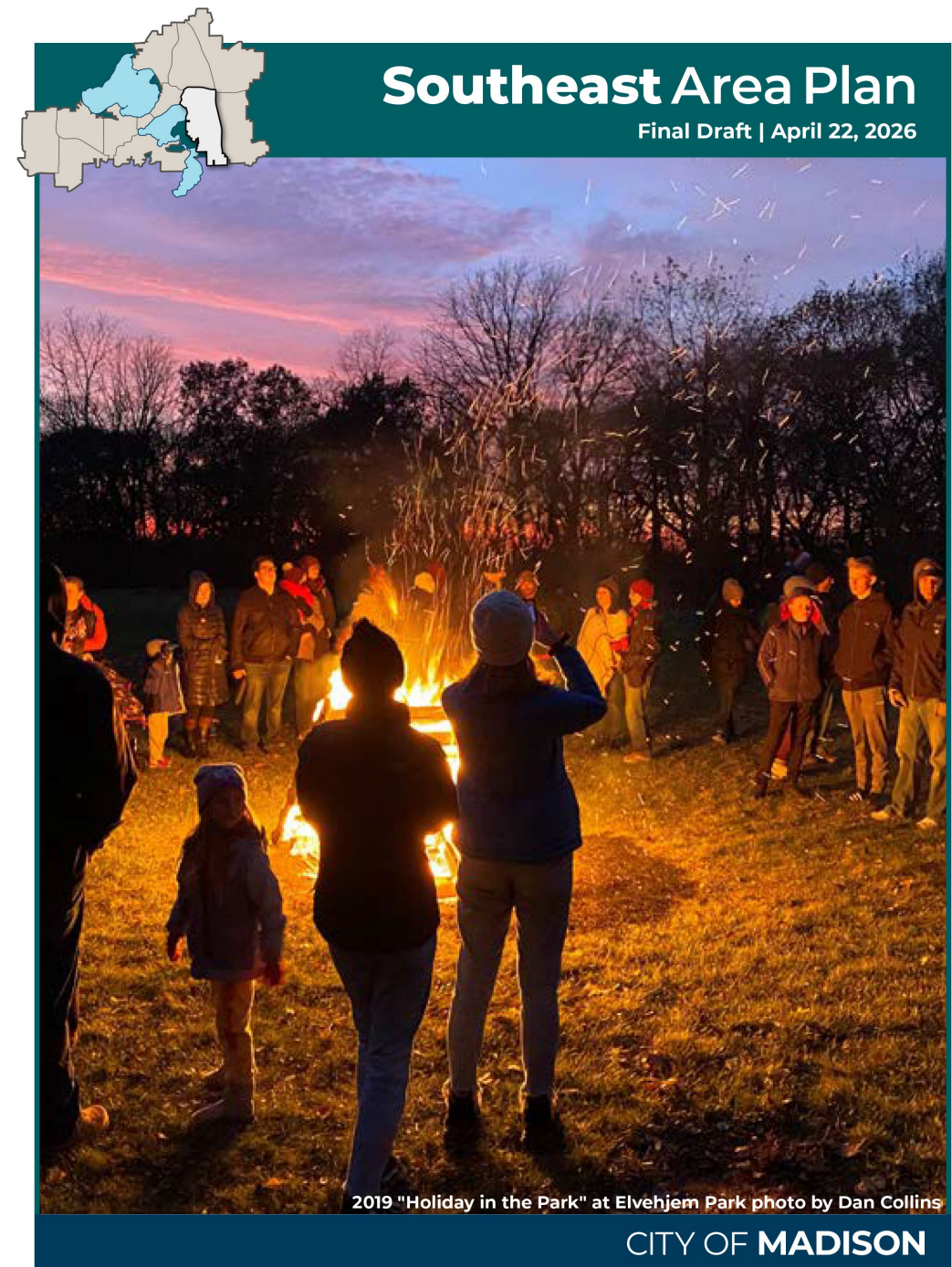


Comments on the Draft Plan



- Support mixed-use zoning and **denser residential options**, especially in areas currently zoned as commercial or along major corridors. Examples: Milwaukee Street, Buckeye Road, Cottage Grove Road
- Concern about **pedestrian and bicycle safety**, especially near schools and major corridors like **Stoughton Road**
- Support **sidewalk** installation where none exist, especially on student walking routes
- Want to **reduce isolation** and **improve access** to amenities and places for emergencies
- Want more youth-focused spaces, programming, and **gathering spaces within residential areas**
- Support revitalizing **Milwaukee Street** with mixed-use destinations, local amenities, dining, entertainment, and small business clusters

Draft Plan Format



Chapters



Chapter Contents

- What we heard
- Actions – led by the City
- Partnerships

Land Use

Low Residential (LR)

Single-family homes and two-unit structures

Typical Heights: 1-2 stories



Low-Medium Residential (LMR)

Single-family, duplexes, rowhouses, and small multifamily buildings

Typical Heights: 1-3 stories



Medium Residential 1 (MR1)

Rowhouses, small & large multifamily buildings

Typical Heights: 2-4 stories



Medium Residential 2 (MR2)

Rowhouses, small & large multifamily buildings

Typical Heights: 2-5 stories



Neighborhood Mixed-Use (NMU)

Residential, retail, restaurant, service, institutional, and civic uses

Typical Heights: 2-4 stories



Community Mixed-Use (CMU)

An intensive mix of residential, commercial and civic uses

Typical heights: 2-6 stories



General Commercial (GC)

Retail goods and services, business offices

Typical heights: 1-3 stories



Employment (E)

Office, research, lab, hospitals, clinics, etc.

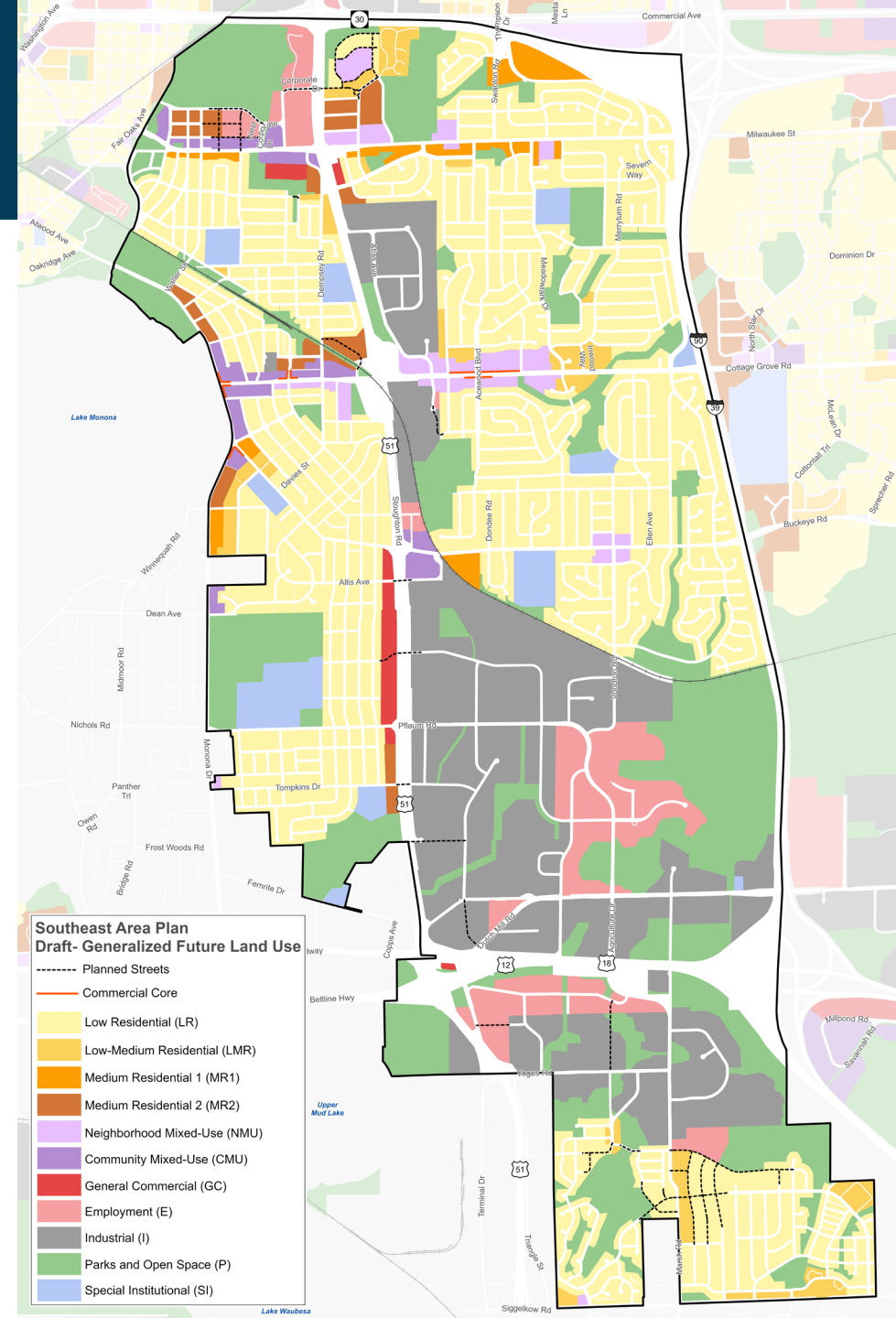
Typical heights: 1-4 stories



Industrial (I)

Manufacturing, wholesale, storage, distribution and utility uses

Typical heights: 1-4 stories



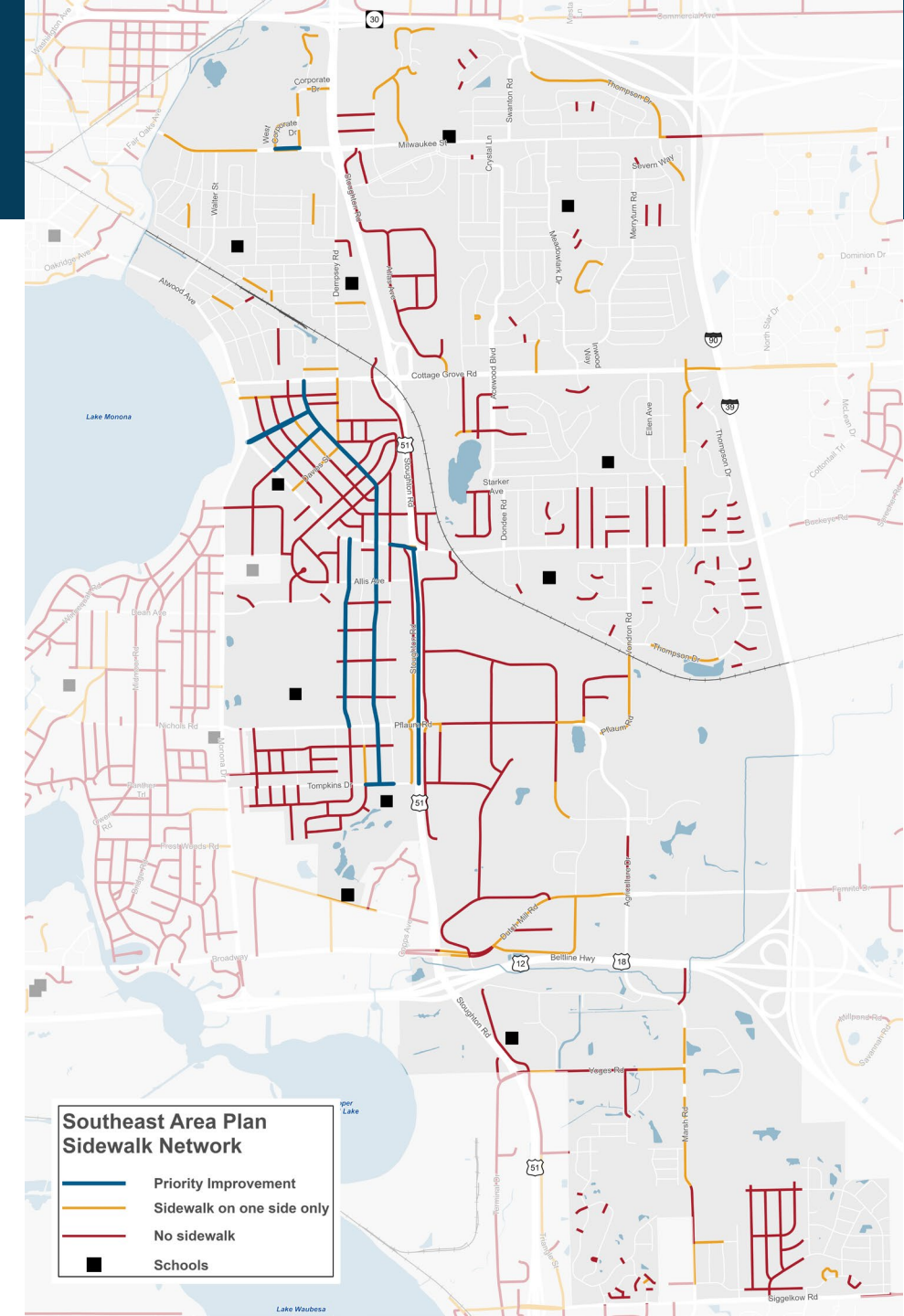
Transportation - Sidewalks

What we heard:

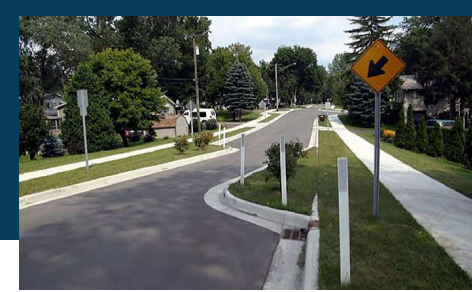
- Areas without sidewalks are unsafe for Children and pedestrians
- Hard to cross Milwaukee Street, Cottage Grove Road, Buckeye Road and Hwy 51.
- Lack of North–South Connections
- Hwy 51 is a barrier – unsafe

Actions:

1. Close gaps in the sidewalk network shown on the Sidewalk Network Map.
 - Prioritize through Safe Streets Madison
 - For projects that add sidewalks, explore options to preserve existing large trees



Transportation: Pedestrian safety

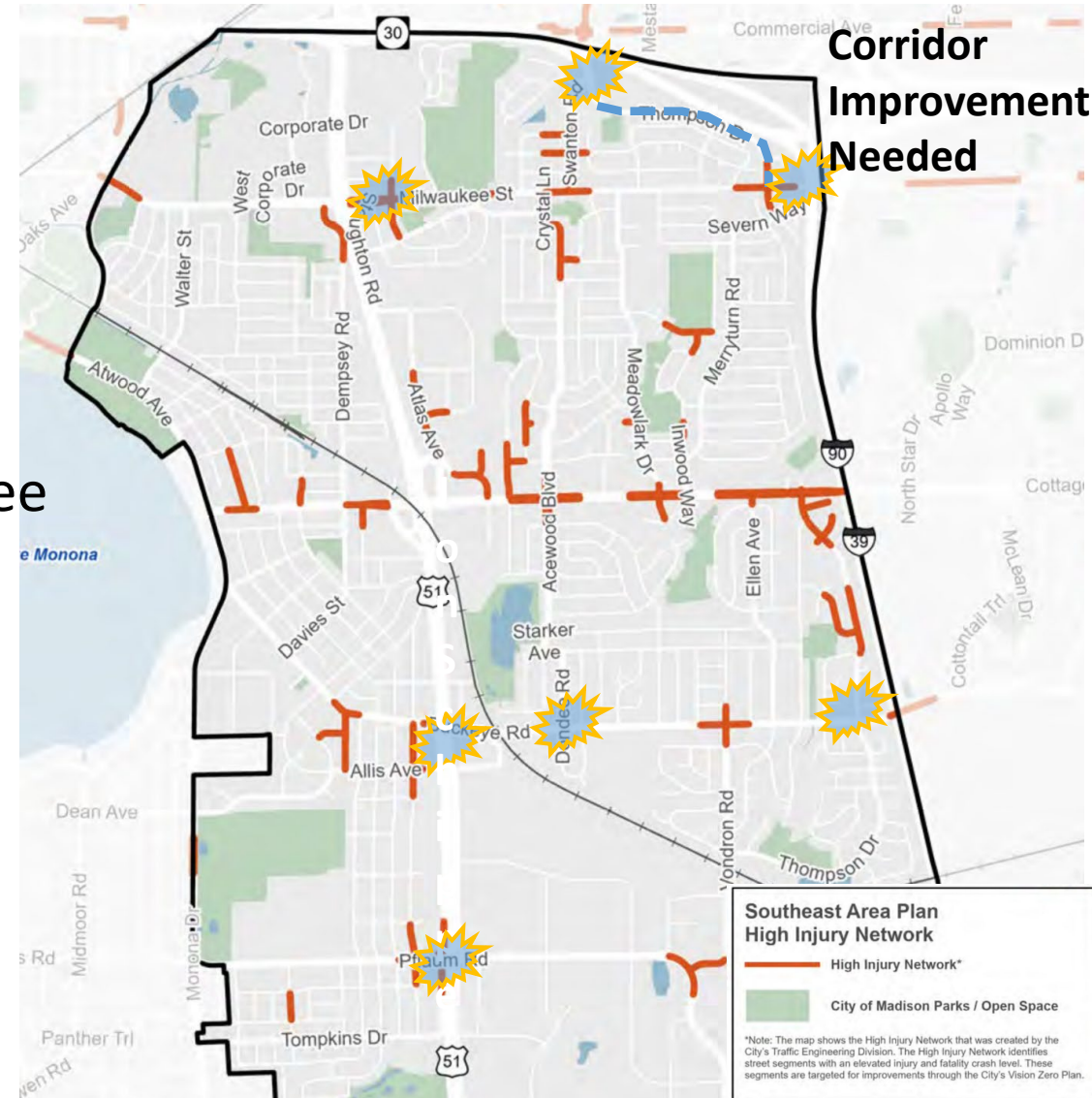


What we heard:

- Many unsignalized crossings are unsafe
- Speeding on Thompson us very unsafe
- Hard to cross Milwaukee Street, Cottage Grove Road, Buckeye Road and Hwy 51.

Actions:

2. Improve pedestrian street crossings of Milwaukee Street, S Stoughton Road, Cottage Grove Road:
 - Signalized and non-signalized intersections,
 - Improve pedestrian safety and lighting under bridges.
3. Evaluate and improve street lighting for pedestrian safety on Piccadilly Drive, Trafalgar Place, and Thompson Drive



Transportation: Bicycles & Multi-use paths



What we heard:

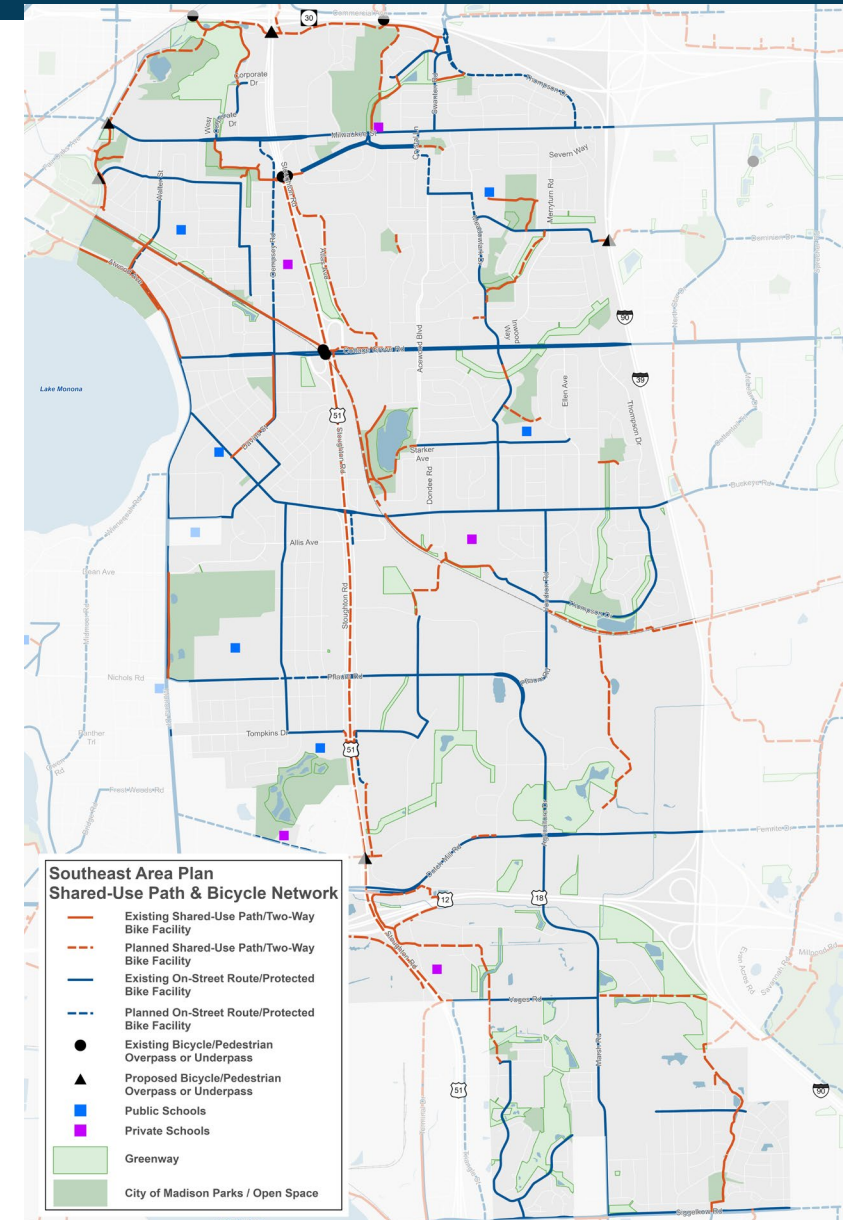
- Need for wayfinding
- Increase safety of cyclists
- Missing links in system

Actions:

1. Bicycle facility improvements:

- Use colored pavement markings to highlight bike facilities at intersections along Milwaukee Street
- Increase visibility of cyclists at the intersection of Cottage Grove Road and Monona Drive.
- Explore a wayfinding sign project on the Garver Path, Sherry Park Path, the Capital City Path, Autumn Ridge Path
- Upgrade the Cottage Grove Road bike lane to All Ages and Abilities

2. Improve the multi-use path crossings at major streets as identified in the Safe Streets for All Program.



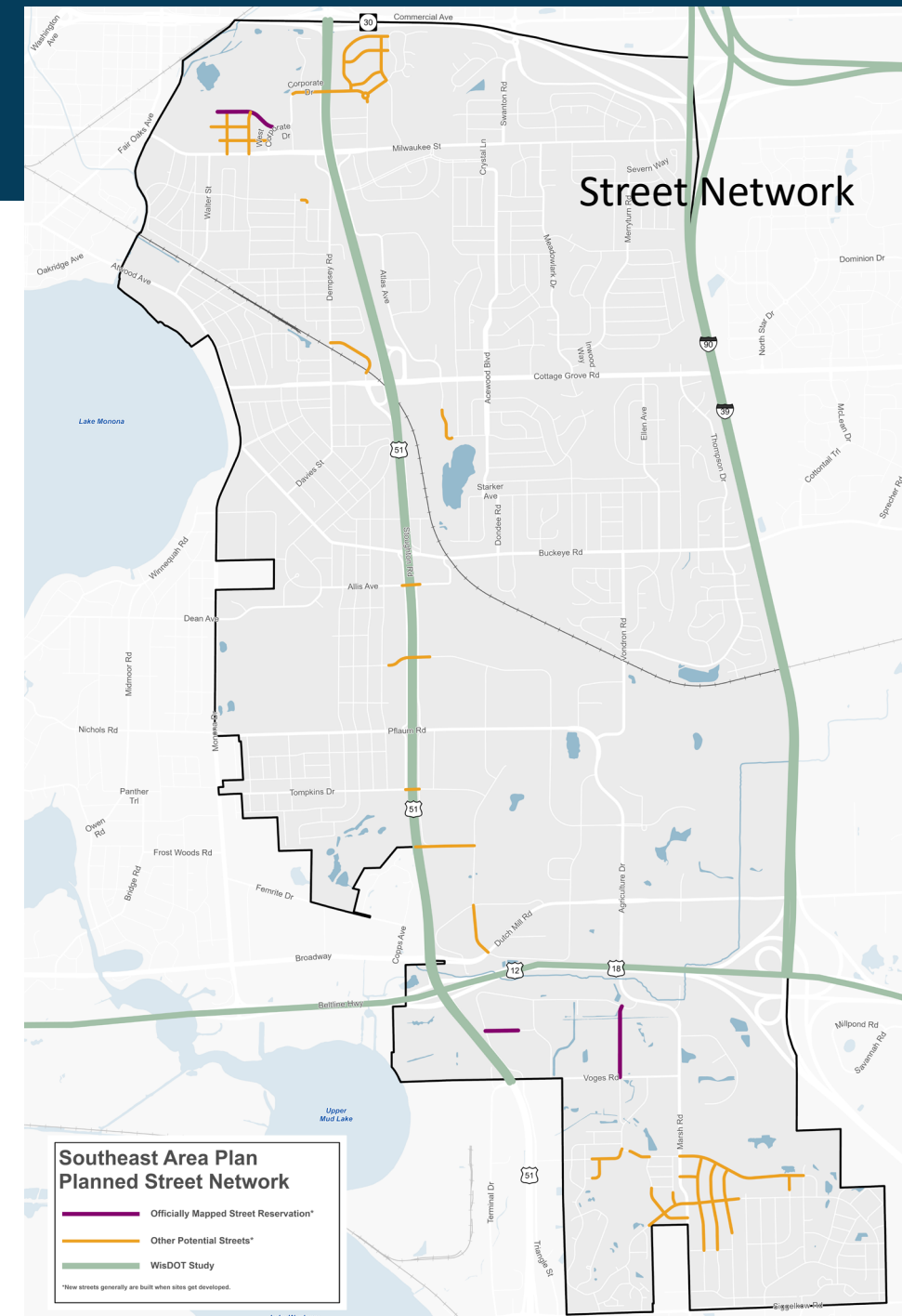
Transportation: Traffic

What we heard:

- Problem with speeding
- Difficult turning movements
- Missing links

Actions:

6. Install traffic calming / lane markings to improve safety on Milwaukee, Kurt, Swanton, and Thompson Roads.
7. Study traffic calming in Secret Places and Lost Creek
8. Study new traffic signal(s) at Fair Oaks Avenue Hwy 30.
9. Explore a “Community Main Street” designation for Milwaukee Street west of S Stoughton.
10. Connect City streets to former Town of Blooming Grove streets after property is attached to the City in 2027.



Transportation Highlights: Transit



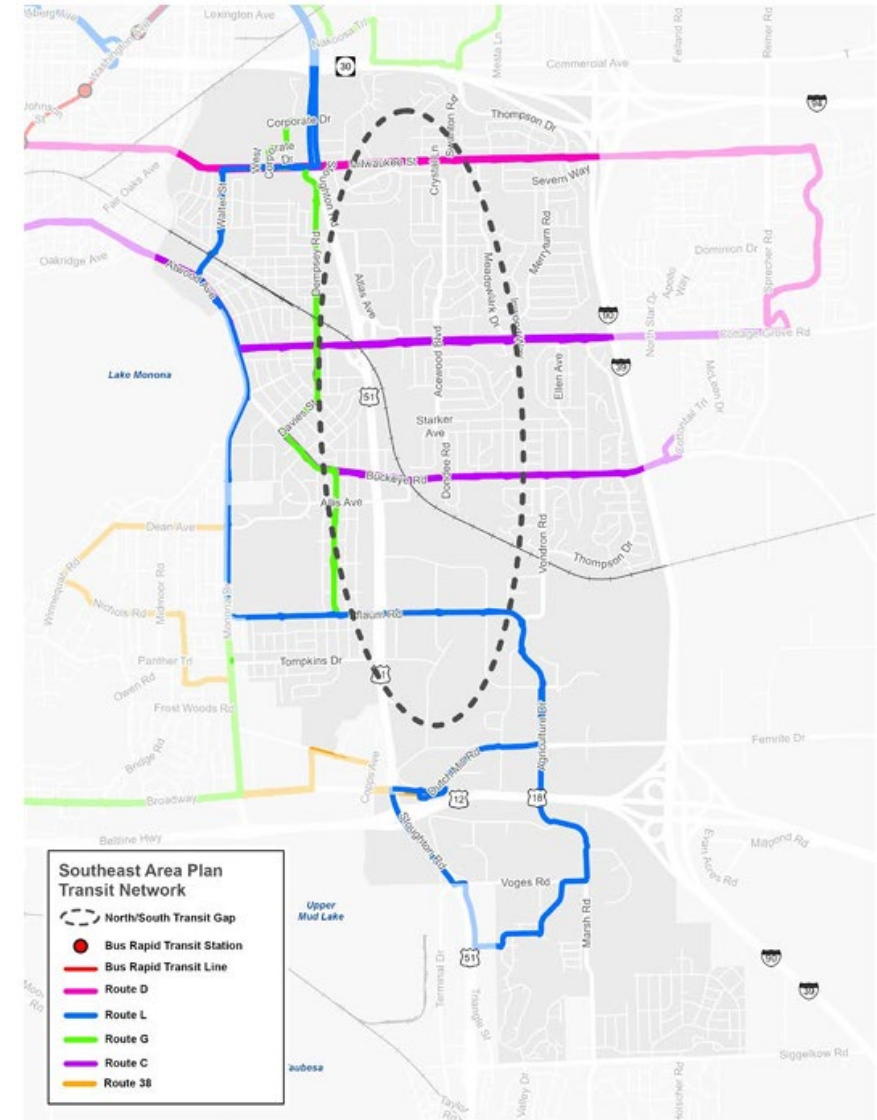
What we heard

- Lack of North–South Metro Connections
- Need for better seating and amenities for transit riders

Actions:

11 / 13. Consider N/S Metro Transit routes to increase connections between residents and job centers

12. Assess need for bus amenities



South Stoughton Road Redesign



Partnership B:

- Support options that have a:
 - **35-mph speed limit** along the length of the corridor
 - Speed management, high quality bicycle & pedestrian facilities, & smart access management for **safety for all users**.
 - Could support a **future bus rapid transit (BRT)** route.
- Support the “**Urban Wide Boulevard**” Design between Buckeye Road and Tompkins Drive

South Stoughton Road Redesign

The map illustrates the South Stoughton Road corridor from State Highway 30 in the north to the Beltline in the south. It is divided into three design zones: Urban Hybrid Option (north), Wide Urban Boulevard Option (middle), and Urban Hybrid Option (south). Key streets shown include Milwaukee Street, Cottage Grove Road, Buckeye Road, Allis Avenue, Hob Street, Helgeson Road, Pfbaum Road, Tompkins Road, and Dutch Mill Road. A 35 mph speed limit is indicated for the entire length. A legend identifies design elements: green for design-oriented transit improvements, blue for design-oriented street connection, orange for design-oriented lane shift, and red for design-oriented shared use path. Numbered callouts 1 through 6 correspond to the detailed text blocks on the left.

- 1. Support options that have a 35-mph speed limit** along the length of the corridor.
- 2. Support a future design that integrates speed management, high quality bicycle & pedestrian facilities, & smart access management for safety for all users.**
- 3. Support options that could enable a future bus rapid transit (BRT) route.**
- Section Between State Hwy 30 and Buckeye Road**
 - A. Support a design that slows traffic, improves bicycle/pedestrian connectivity, and safety for all users between SH 30 and CC Road.**
 - B. Connect the Capital City Trail** to a north-south multi-use path with in the S Stoughton Road right-of-way, and north to Nakoska Blvd.
- Support the “Urban Wide Boulevard” Design between Buckeye Road and Tompkins Drive**
 - A. Connections or full intersections at Allis Avenue, Hob Street, Helgeson Drive, and Tompkins Drive. Smaller intersections with fewer traffic signal phases.**
 - B. Improves safety, comfort and travel time for all users.**
 - C. Opportunity to change car-oriented commercial uses into walkable mixed-use activity center** with residential uses and **affordable housing**
 - D. Reduces confusing, indirect turns, reduces driveways.**
 - E. Improved bike & pedestrian facilities, comfortable sidewalks with lights and trees.**
 - F. Potential for green infrastructure:** stormwater facilities, tree canopy, and median landscaping.
 - G. Lower project & ongoing maintenance cost.**
 - H. Potential opportunity to surplus wide median for future development.**
- Section South of Tompkins Dr to Broadway**
 - A. Support Hybrid Design that transitions between Wide Urban Boulevard to USH 12/10 Beltline.**
 - B. Connect Fermite Drive to S Stoughton Rd.**
 - C. Improved access to Dutch Mill Park and Ride and Industrial Areas to the east.**
 - D. Maintain bus access to the Dutch Mill Park and Ride as it is an important hub for Interconnecting Metro Transit with Inter-City Bus Service.**
- At the USH 12/10 Beltline interchange:**
 - A. Improved bicycle and pedestrian operations**
 - Include connection to the South
 - B. Improved access to Dutch Mill Park and Ride**
 - C. Coordinate with WisDOT on Beltline PEL study to achieve the following:**
 - Bicycle, Pedestrian and transit improvements
 - Improved access to businesses and neighborhoods to the south
- At Voges Road/Terminal Drive:**
 - A. Improved navigation and crossing for pedestrians and bicyclists.**
 - B. Maintaining or improving access to businesses.**

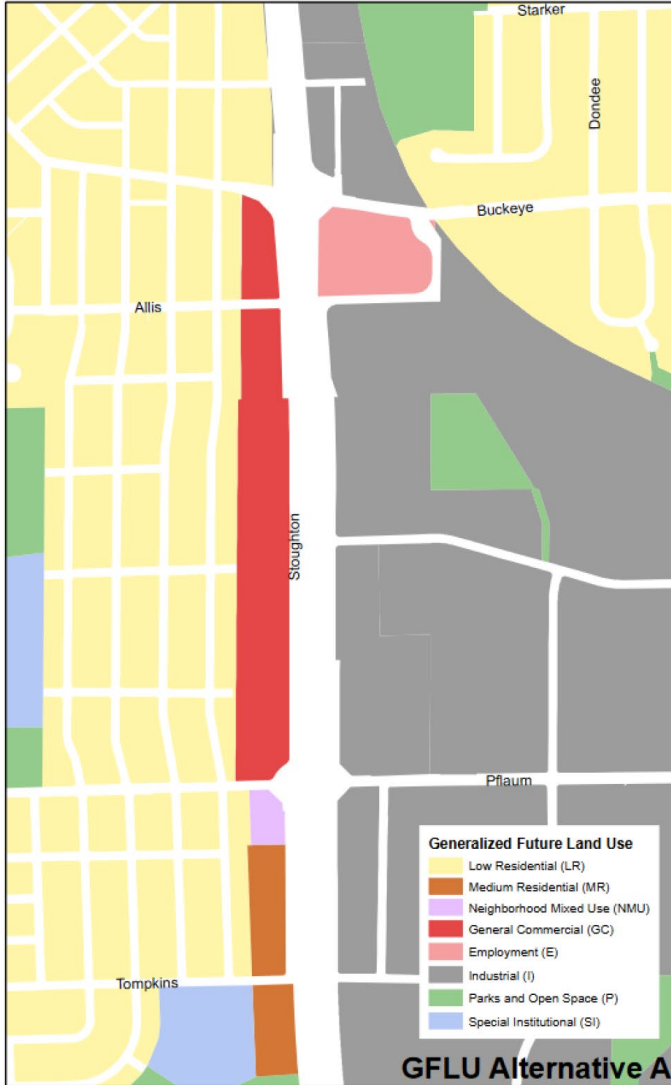


5. Stoughton Road Wide Urban Boulevard Option

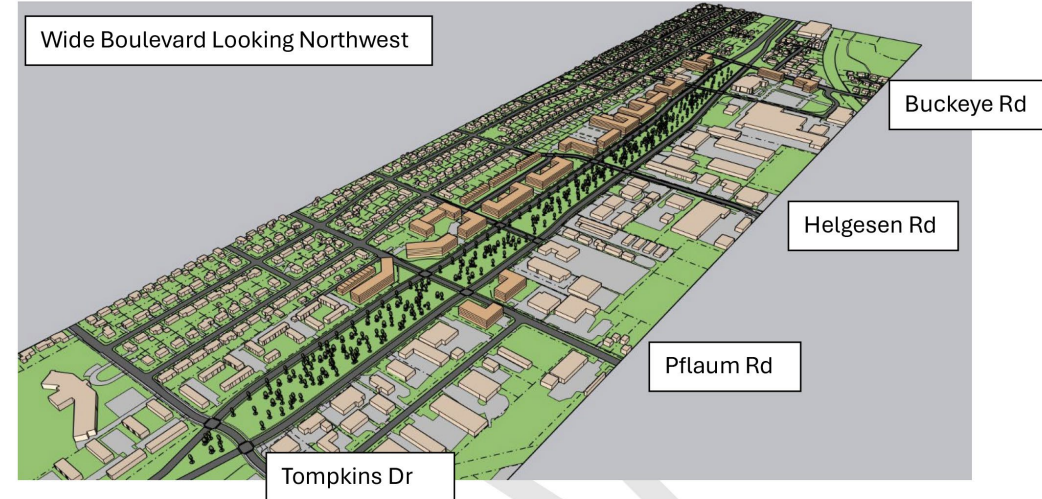
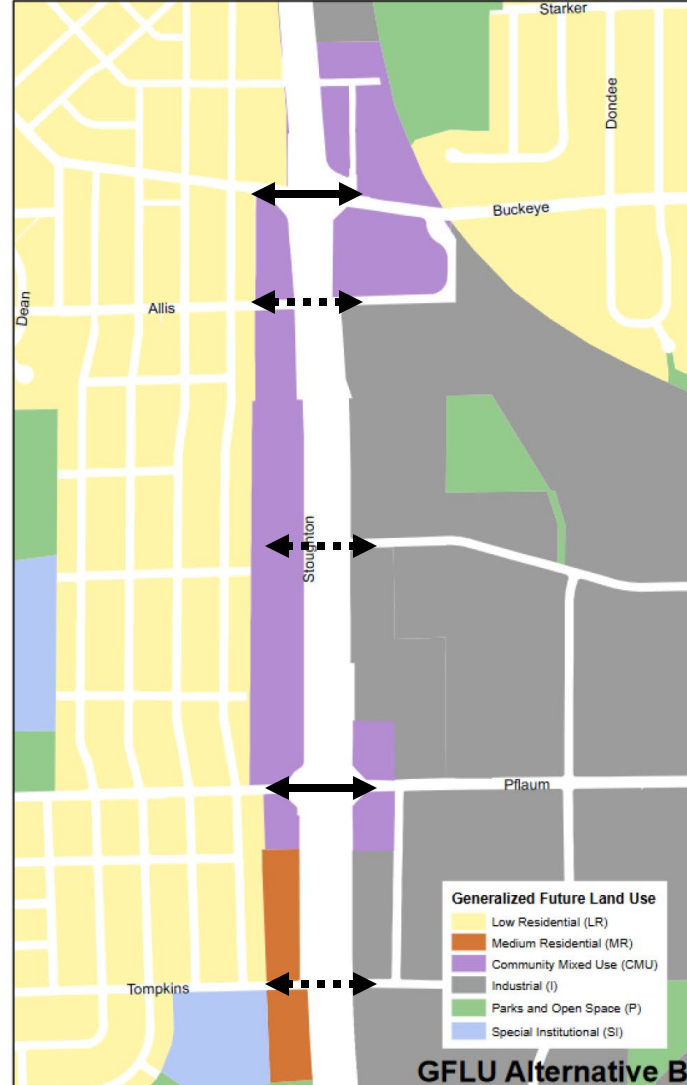
USH 51 Design Impacts



45 MPH, limited access future land uses



35 MPH, urban boulevard future land uses



New Street crossings at multiple intervals could be timed with one-way lights to make quicker signals that still move traffic even at slower 35 mph speeds.



New mixed use development at nodes can give visual signals to drivers to maintain safe speeds.

Transportation Partnerships



- Encourage and explore public/private funding partnerships for **installation of bicycle share (B-Cycle) stations** near community activity centers
- Continue to Coordinate with WisDOT on the **S Stoughton Road / US 51 Corridor**
- Coordinate with WisDOT on **future Beltline studies** and projects
- Coordinate with WisDOT on **Interstate Project**



Draft Plan Review – Next Steps



- ✓ May 5 – Common Council introduction
- ✓ May 7 – Community Development Block Grant Committee
- ✓ May 13 – Board of Park Commissioners
- ✓ May 20 – Urban Design Commission
- ✓ June 3 – Transportation Commission
- June 4 – Community Development Block Grant Committee
- June 8 – Landmarks Commission
- June 15 – Plan Commission
- June 23 – Common Council

